

Airports. The FAA has recomputed the terminal airspace requirements which will now include airspace for newly developed Microwave Landing System (MLS) approaches at Nome and Unalakleet; and Global Positioning System (GPS) approach at Unalakleet. The additional airspace would provide required controlled airspace for IFR procedures at the Nome and Unalakleet Airports. The areas would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class E airspace designations for airspace areas designated as a surface area for an airport are published in paragraph 6002 of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1, and Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that the proposed rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administrative Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

* * * * *

AAL AK E2 Nome, AK [Revised]

Nome Airport, AK
(Lat. 64°30'44" N, long. 165°26'43" W)

Nome VORTAC
(Lat. 64°29'06" N, long. 165°15'11" W)

Nome MLS Azimuth
(Lat. 64°30'28" N, long. 165°25'35" W)

Within a 3.9-mile radius of the Nome Airport and within 3.4 miles each side of the Nome VORTAC 106° radial, extending from the 3.9-mile radius to 12.1 miles east of the airport and within 2.3 miles each side of the OME MLS Azimuth west course (110°T), extending from the 3.9-mile radius to 9.1 miles west of the airport.

* * * * *

AAL AK E2 Unalakleet, AK [Revised]

Unalakleet Airport, AK
(Lat. 63°53'17" N, long. 160°47'55" W)

North River NDB
(Lat. 63°54'27" N, long. 160°48'43" W)

Unalakleet VORTAC
(Lat. 63°53'31" N, long. 160°41'04" W)

Within a 4.2-mile radius of Unalakleet Airport and within 3.5 miles each side of the North River NDB 314° bearing extending from the 4.2-mile radius of Unalakleet Airport to 8.4 miles west of the North River NDB and within 1.6 miles each side of the 289° radial of the Unalakleet VORTAC extending from the 4.2 mile radius to 11 miles west of the Unalakleet VORTAC. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Supplement Alaska (Airport/Facility Directory).

* * * * *

Paragraph 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.

* * * * *

AAL AK E5 Nome, AK [Revised]

Nome Airport, AK
(Lat. 64°30'44" N, long. 165°26'43" W)

Nome VORTAC
(Lat. 64°29'06" N, long. 165°15'11" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile

radius of the Nome Airport and within 14 miles of the Nome VORTAC extending clockwise from the 002° radial to the 185° radial of the VORTAC and within 20 miles of the Nome VORTAC extending clockwise from the 185° radial to the 305° radial of the VORTAC and within 4 miles north and 8 miles south of the 106° radial of the Nome VORTAC extending from the VORTAC to 16 miles east and within 4 miles north and 8 miles south of the Nome VORTAC 271° radial extending from the 6.6-miles radius to 27 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 39-mile radius of the Nome VORTAC and within 39 miles each side of the Nome VORTAC 092° radial extending from the 39-mile radius to 77.4 miles east of the VORTAC; excluding that airspace more than 12 miles from the shoreline.

* * * * *

AAL AK E5 Unalakleet, AK [Revised]

Unalakleet Airport, AK
(Lat. 63°53'17" N, long. 160°47'55" W)

Unalakleet VORTAC
(Lat. 63°53'31" N, long. 160°41'04" W)

Unalakleet Localizer
(Lat. 63°52'52" N, long. 160°47'42" W)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Unalakleet Airport and within 2 miles each side of the 289° radial of the Unalakleet VORTAC extending from the 6.7-mile radius to 14.1 miles west of the VORTAC and within 3 miles east and 3 miles west of the Unalakleet Localizer front course extending from the 6.7-mile radius to 12.9 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Unalakleet VORTAC extending clockwise from the 165° radial to the 322° radial and within 4 miles east and 8 miles west of the Unalakleet Localizer front course extending from the Localizer to 21.7 miles north of the airport and within 4 miles north and 8 miles south of the Unalakleet VORTAC 289° radial extending from 11 miles west of the VORTAC to 27 miles west of the VORTAC; excluding that airspace more than 12 miles from the shoreline.

* * * * *

Issued in Anchorage, Alaska on July 14, 1995.

Kleve M. Record,

Acting Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 95–18268 Filed 7–24–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–ASO–14]

Proposed Establishment of Class E Airspace; Knoxville, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish Class E2 airspace at Knoxville, TN for Knoxville Downtown Island Airport, which has a LOC RWY 26 Standard Instrument Approach Procedure (SIAP) and a VOR/DME or GPS-B SIAP. Knoxville McGhee-Tyson Airport Tower provides approach control service to the surface at Knoxville Downtown Island Airport. Therefore Class E2 airspace is required to accommodate these SIAPs and for instrument flight rules (IFR) operations at the airport.

DATES: Comments must be received on or before September 10, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 95-ASO-14, Manager, System Management Branch, ASO-530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT: Stanley Zylowski, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 95-ASO-14." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. All

comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, System Management Branch, ASO-530, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E2 airspace at Knoxville, TN for Knoxville Downtown Island Airport, which has a LOC RWY 26 SIAP and a VOR/DME or GPS-B SIAP. Knoxville McGhee-Tyson Airport Tower provides approach control service to the surface at Knoxville Downtown Islands Airport. Therefore Class E2 airspace is required to accommodate these SIAPs and for IFR operations at the airport. Class E airspace areas designated as a surface area for an airport are published in Paragraph 6002 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves as established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a

substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (Air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

* * * * *

ASO TN E2 Knoxville, TN [New]

Knoxville Downtown Island Airport, TN (lat. 35°57'50"N, long. 83°52'26"W)

Within a 4.5-mile radius of Knoxville Downtown Island Airport, excluding that airspace within the Knoxville McGhee Tyson Airport, TN Class C airspace area.

* * * * *

Issued in College Park, Georgia, on July 14, 1995.

Stanley Zylowski,

*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 95-18270 Filed 7-24-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ACE-7]

Proposed Amendment to Class E Airspace; Clay Center, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Clay Center, KS. The development of a new Standard Instrument Approach Procedure (SIAP) at Clay Center Municipal Airport based on the Global Positioning System has made the